



# **88TH AVE WIDENING: I-76 TO HIGHWAY 2 – COMPLETE DESIGN ACTIVITIES**

ADCOG Sub-Regional Share Project  
Application  
2020-2023 Transportation Improvement Program

Adams County Sub-Regional Forum  
February 27, 2019

# 2020–2023 Transportation Improvement Program (TIP)

## Adams County Subregional Share

### Project Application Form

## APPLICATION OVERVIEW

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The Subregional Share Call for Projects will open on January 2, 2019, with applications due no later than 3 p.m. on February 27, 2019 to your subregional forum.

- To be eligible to submit, at least one person from your agency must have attended one of the mandatory TIP training workshops (held August 8 and August 16) or a supplemental training held on September 14.
- Projects requiring CDOT and/or RTD concurrence must provide their official response with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than January 7, with CDOT/RTD providing a response no later than February 8. The form can be found [here](#).
- Any applications submitted by regional or similar agencies (TMA's), or municipalities crossing multiple subregions, must be submitted through the subregional forum based on where the majority of the project is located.
- Data to help the sponsor fill out the application, *especially Part 4*, can be found [here](#).
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to [tcottrell@drcog.org](mailto:tcottrell@drcog.org) no later than February 6, 2019.
- The application must be affirmed by either the applicant's City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the *Policy on Transportation Improvement Program (TIP) Preparation: Procedures for Preparing the 2020-2023 TIP*, which can be found online [here](#).

## APPLICATION FORM OUTLINE

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The 2020-2023 TIP Subregional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), additional considerations (Part 3), and *data calculation estimates* (Part 4). DRCOG staff will review each forum's submitted applications for eligibility. Each forum will be responsible for making a comprehensive evaluation of all eligible applications and rank ordering their submittals to determine their recommended projects and waiting lists. Forum recommendations will be forwarded to DRCOG staff for a final recommendation to the TAC, RTC, and DRCOG Board.

### Part 1 | Base Information

Applicants will enter **foundational** information for their *project/program/study* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

## Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the applicant to provide qualitative and quantitative responses to use for scoring projects. The outcomes from Part 3 should guide the applicant's responses in Part 2.

**Scoring Methodology:** Each section will be scored using a scale of *High-Medium-Low*, relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

### Section A. Subregional Significance of Proposed Projects ..... 40%

<b>High</b>	The project will significantly address a clearly demonstrated major subregional problem and benefit people and businesses from multiple subregions.
<b>Medium</b>	The project will either moderately address a major problem or significantly address a moderate-level subregional problem.
<b>Low</b>	The project will address a minor subregional problem.

### Section B. Metro Vision TIP Focus Areas ..... 30%

<b>High</b>	The project will <b>significantly improve</b> the safety and/or security, <b>significantly increase</b> the reliability of the transportation network, and benefit a <b>large number and variety</b> of users (including vulnerable populations*).
<b>Medium</b>	The project will <b>moderately improve</b> the safety and/or security, <b>moderately increase</b> the reliability of the transportation network, and benefit a <b>moderate number and variety</b> of users (including vulnerable populations*).
<b>Low</b>	The project will <b>minimally improve</b> the safety and/or security, <b>minimally increase</b> the reliability of the transportation network, and benefit a <b>limited number and variety</b> of users (including vulnerable populations*).

*\*Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

### Section C. Consistency & Contributions to Transportation-focused Metro Vision Objectives ..... 20%

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region's residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

<b>High</b>	The project will <b>significantly</b> address Metro Vision transportation-related objectives and is determined to be in the <b>top third</b> of applications based on the magnitude of benefits.
<b>Medium</b>	The project will <b>moderately</b> address Metro Vision transportation-related objectives and is determined to be in the <b>middle third</b> of applications based on the magnitude of benefits.
<b>Low</b>	The project will <b>slightly or not at all</b> address Metro Vision transportation-related objectives and is determined to be in the <b>bottom third</b> of applications based on the magnitude of benefits.

### Section D. Leveraging of non-Subregional Share funds ("overmatch") ..... 10%

Scores are assigned based on the percent of outside funding sources (non-Subregional Share).

% of Outside Funding (non-Subregional Share)	<b>High</b>	60% and above
	<b>Medium</b>	30-59%
	<b>Low</b>	29% and below

### **Part 3 | Additional Considerations**

The Forum has established five additional considerations to guide project selection within the subregional process. These considerations may be used by the ADCOG Subregional Forum in the project evaluation process in combination with the above listed criteria.

### **Part 4 | Project Data – Calculations and Estimates**

Based on the applicant's project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 4 is not scored, and the quantitative responses should be used to back-up the applicant's qualitative narrative.



## Part 1

## Base Information

1. Project Title  
**88th Avenue** **88th Ave. Widening: I-76 to Highway 2 – Complete Design Activities.**
2. Project Start/End points or Geographic Area  
*Provide a map with submittal, as appropriate*  
88th Ave from I-76 to Highway 2 that encompasses approximately 1.6 miles of East 88th Avenue. See Attachment 1 for a map of the geographical area. (See Attachment 1.1)
3. Project Sponsor (entity that will construct/ complete and be financially responsible for the project)  
City of Commerce City
4. Project Contact Person, Title, Phone Number, and Email  
Joe Wilson, Director of Public Works, 303-289-8156, jwilson@c3gov.com
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?  
☒ Yes ☐ No  
*If yes, provide applicable concurrence documentation with submittal*  
☒ [DRCOG 2040 Fiscally Constrained Regional Transportation Plan \(2040 FCRTTP\)](#)
6. What planning document(s) identifies this project?  
☒ Local plan: City of Commerce City C3 Vision, Comprehensive Plan, 2010  
<https://www.c3gov.com/home/showdocument?id=798>  
☒ Other(s): Walk.Bike.Fit - Commerce City - A Multi-Modal Active Transportation Plan  
<https://www.c3gov.com/home/showdocument?id=4392>  
*Provide link to document/s and referenced page number if possible, or provide documentation with submittal*
7. Identify the project's key elements.
 

<input type="checkbox"/> Rapid Transit Capacity (2040 FCRTTP) <input type="checkbox"/> Transit Other: <input checked="" type="checkbox"/> Bicycle Facility <input checked="" type="checkbox"/> Pedestrian Facility <input checked="" type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FCRTTP) <input checked="" type="checkbox"/> Roadway Operational	<b>Grade Separation</b> <input type="checkbox"/> Roadway <input checked="" type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input checked="" type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input checked="" type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study <input checked="" type="checkbox"/> Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other:
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8. **Problem Statement** What specific Metro Vision-related subregional problem/issue will the transportation project address?

Improvements to 88th Avenue will address problems related to Metro Vision Outcomes (MVO) 4, 5, 7, 9, 10, 13, and 14.

MVO 4 - As the critical link in our regional transportation, 88th Avenue conveys heavy traffic between I-76 and Rosemary Street/Quebec Street and provide numerous commercial and business accesses along the corridor.

Traffic on 88<sup>th</sup> Ave is at its capacity due to continued growth in the region resulting in heavy congestion at intersections, at-grade UPRR crossing, and businesses like the Flea Market and 88th Drive In theatre. The current Level of Service (LOS) on 88<sup>th</sup> Ave is at an unacceptable "E" and will fail in the near future if improvements are not made. This project will provide the much needed additional capacity and optimize operations by coordinating all traffic signals in the corridor.

MVO 5 – 88<sup>th</sup> Avenue is a narrow roadway without shoulders and pedestrian facilities. Many residents and workers without access to private vehicles have to share this incomplete street on foot or bicycles to get to their jobs along 88<sup>th</sup> Ave. This practice further adds to traffic congestion and highlights the urgent need for safety improvements. In addition, the incomplete street causes serious concerns with our emergency response community due to the inability for vehicles to safely pullover or for responders to bypass traffic queues. The delays caused by congestion and frequently stopped trains on the at-grade RR crossing contribute to unreliable travel time.

MVO 7 – 88<sup>th</sup> Avenue is a vital east-west Cross Town Link that connects the South Platte River Greenway Trail with the Rocky Mountain Arsenal National Wildlife Refuge Perimeter Trail. This project will provide critical pedestrian and bicycle facilities to connect the highly utilized regional trails and natural resources.

MVO 9 – This corridor has flooded historically and was evacuated during the 2013 flood events. The much needed drainage analysis and work will help guide, protect and promote revitalization of the corridor.

MVO 10 – The City of Commerce City's "Walk.Bike.Fit" plan highlights and underscores the importance of 88th Avenue as the critical link between the South Platte River Greenway Trail and the Rocky Mountain Arsenal National Wildlife Refuge Perimeter Trail. This project will provide the needed improvements and complete streets to support the "Walk.bike.Fit" program.

MVO 13 and 14 – Eighty-Eighth Avenue is an important commercial and industrial corridor for the City of Commerce City and its surrounding communities. With the addition of two travel lanes, optimization of traffic signals and pedestrian and bike facilities, the City hopes to continue to promote and support economic development/growth in the area.

**9. Define the scope and specific elements of the project.**

This project will complete the following scope and specific elements along East 88th Avenue:

- Widen 88th Avenue from 2 lanes to 4 lanes with appropriate turn lanes and median, as permitted based on availability of right-of-way.
- Upgrade the traffic signal at the intersection of 88th Avenue with Rosemary Street and interconnect/coordinate all signals between I-76 (both sets of ramps) and Highway 2.
- Replace the existing railroad at-grade crossing with a grade-separated crossing.
- Construct sidewalks on one side of the road and a multiuse trail on the other to accommodate bikes and pedestrians as recommended in the City's adopted Bike-Walk-Fit Plan.
- Accommodate the planned 60 inch storm sewer planned by Urban Drainage and Flood Control District (UDFCD) identified in the Outfall Systems Plan Conceptual Design Report dated September 2011.

**10. What is the status of the proposed project?**

Preliminary Design in Process

Environmental Assessment (EA) Study in Process

**11. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project?**

☐ Yes ☒ No

If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.

## A. Project Financial Information and Funding Request

1. Total Project Cost		\$4,000,000
2. Total amount of DRCOG Subregional Share Funding Request	\$2,000,000	50% of total project cost
3. Outside Funding Partners (other than DRCOG Subregional Share funds) List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
City of Commerce City	\$2,000,000	50%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
See Attachment 1.2 for letters of funding commitment and support	\$	0%
Total amount of funding provided by other funding partners (private, local, state, Regional, or federal)	\$2,000,000	

Funding Breakdown (year by year)*	*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2019.				
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	\$1,500,000	\$500,000	\$	\$	\$2,000,000
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$1,500,000	\$500,000	\$	\$	\$2,000,000
Total Funding	\$3,000,000	\$1,000,000	\$0	\$0	\$4,000,000
4. Phase to be Initiated Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other	Design	Design	Choose an item	Choose an item	

5. By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.





## Part 2 Evaluation Criteria, Questions, and Scoring

### A. Subregional significance of proposed project

WEIGHT **40%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.

1. Why is this project important to your subregion?

88th Avenue is a critical link in the regional transportation system for commuter traffic between I-76 and Rosemary Street/Quebec Street, as well as commercial traffic accessing businesses along the corridor. Unfortunately, the delays caused by heavy traffic (congestion at intersections, at-grade UPRR crossing, backups from high volume business entrances) that have exceeded the roadway's two lane capacity are limiting growth and quality of life. The project will provide safety improvements, reliable travel time, reduce delays and encourage multimodal travel.

The existing roadway has a measured Average Daily Traffic (ADT) of 20,500 vehicles which exceeds the design volume of approximately 18,000 ADT for a two lane roadway. 88<sup>th</sup> Ave is currently operating at an unacceptable LOS "E" due to insufficient travel lanes, narrow lanes, heavy truck traffic (15%) and the lack of turning/acceleration/deceleration lanes.

2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?

The project limits are contained within Adams County and the City of Commerce City. However, the neighboring municipalities of Thornton and Northglenn will benefit from the project, since their residents use the corridor for daily commutes. Thornton and Northglenn residents will use Monaco Pkwy to 88th Avenue and Rosemary Street to travel north-south as an alternate to I-25. The City of Commerce City often gets complaints from Northglenn and Thornton residents asking if the UPRR can be held to shorter blockage time to help ease backups on this heavily traveled commuter route. (See Attachment 2.1)

3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?

No. The project limits are contained within Adams County and the ADCOG subregion.

4. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Part 1, #8)?

The project will add capacity by adding two travel lanes to 88th Ave. Likewise, the addition of wider lanes, turning/acceleration/deceleration lanes, traffic signal coordination, and a grade-separated UPRR crossing will help improve capacity and accommodate the high percentage of truck traffic. The grade-separated UPRR crossing improves safety by removing conflict points as well as removing delays from slow-moving and stopped trains.

The project also aims to provide a "complete street" to all users by adding a sidewalk and multiuse trail along the corridor. These improvements to 88th Avenue will promote multi-modal travel and improve connectivity with the proposed RTD light-rail station at Thornton and 88th along the RTD N Line. The new sidewalk and multiuse trail on 88<sup>th</sup> Ave will no doubt provide the critical linkage between South Platte River Greenway Trail, the Rocky Mountain Arsenal Nation Wildlife Refuge Perimeter Trail and other natural resources.

In addition, the much needed project will mitigate this historically flood prone area by accommodating the installation of storm sewer line by the Urban Drainage and Flood control District. The drainage analysis and work will help guide, protect and promote revitalization of the corridor.



5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?  
This project, by its nature, will improve the area and will encourage future economic development along 88th Avenue and in the surrounding Irondale area. This project will serve diverse transportation demand, increase safe transportation options for employees and residents, promote future economic development in the area, and keep the commerce in Commerce City thriving.
6. How will connectivity to different travel modes be improved by the proposed project?  
There are currently no sidewalks or bicycle facilities in the corridor which causes pedestrians and bicyclists to use the unpaved shoulder of the road, compromising their safety. The addition of a sidewalk and multiuse trail will allow the corridor to more safely serve alternative modes of travel by promoting more users to access the existing RTD bus stop at 88th Ave and Brighton Road, ultimately connecting bikes and pedestrians with the proposed RTD light-rail station at Thornton and 88th, along the RTD N Line. This project will comprehensively support the Walk.Bike.Fit plan of the City of Commerce City.
7. Describe funding and/or project partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.  
A request is made to CDOT and DRCOG for their contributions of ?????????? to the initial study, design and ROW acquisition?  
  
A request to Adam's County and Adam Subregion is being considered as contributions of ?????????? to final construction?

## **B. DRCOG Board-approved Metro Vision TIP Focus Areas**

WEIGHT

**30%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)**.  
Within one mile of the 88th Avenue corridor exists a large population of linguistically challenged and disabled residents. The 88th Avenue project improves safety along the corridor by providing designated locations for bicycles, pedestrians and those in wheelchairs to travel along the corridor and to the existing RTD bus stop located at 88th Avenue and Brighton Road. The new bike and pedestrian facilities along with improved intersection crossings also provide the vulnerable population with safe access to health services such as Adam's County Mental Health, UCHHealth Emergency Room, and Denver Health. This project as mentioned earlier will extensively support the City's Walk.Bike.Fit program to improve the overall fitness and health of the City commuters.
2. Describe how the project will **increase reliability of existing multimodal transportation network**.  
The corridor improvements will significantly contribute to more reliable travel time along East 88th Avenue in different ways. This project will provide safe pedestrian and bicycle travel, and reliable business travel times for non-motors commuters to businesses such as FedEx. The railway grade-separation will eliminate the train blockage which occurs several times a day when UPPR stops at 88th Avenue. Widening the roadway, and construction of proper businesses access and appropriate tuning lanes will increase the roadway capacity which will decrease the congestion. It will also eliminate the backlog congestion to I-76 EB which could happen due to Mile High Flea Market traffic especially on the weekends. Widening the roadway and also maintaining proper shoulder lanes will provide a better access for emergency vehicles to maneuver around traffic to respond to emergencies as needed.
3. Describe how the project will **improve transportation safety and security**.

As mentioned earlier, the 88th Avenue project will improve safety for non-motorist commuters as well as motorist commuters along the corridor by widenign the roadway with appropriate turning lanes, wider shoulder lanes, and adding sidewalks, bike path, and pedestrian-friendly intersections. The railway grade-separation will eliminate illegal vehicular and truck u-turns to avoid train blockages. Roadway widening and maintaining shoulder lanes will secure access for emergency vehicles for timely response to an accident scene. Proper drainage design will also mitigate the rainstorms and flooding related incidents in the corridor.

## C. Consistency & Contributions to Transportation-focused Metro Vision Objectives

WEIGHT **20%**

Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.

[MV objective 2](#) **Contain urban development in locations designated for urban growth and services.**

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place? ☒ Yes ☐ No

Describe, including supporting quantitative analysis

There are commercial zones around the study area with potential for future growth that will generate extra traffic accessing the study corridor. With safety and traffic operational improvements along the 88th Avenue, this project will provide safe mobility to diverse transportation demand and will encourage the future economic development by ensuring a reliable access and travel for the businesses to regional services as well as the services in the City of Commerce City.

[MV objective 3](#) **Increase housing and employment in urban centers.**

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations? ☒ Yes ☐ No

Describe, including supporting quantitative analysis

Yes, multimodal connections including safe sidewalk and multiuse trails to the RTD bus stop will increase the mobility between urban centers. Also the project's accessibility improvement will provide a connection to Rocky Mountain Arsenal and a future connection to the RTD station at Thornton and 88th Avenue.

[MV objective 4](#) **Improve or expand the region's multimodal transportation system, services, and connections.**

3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services? ☒ Yes ☐ No

Describe, including supporting quantitative analysis

The roadway widening and acceleration/deceleration lanes will improve the capacity of the roadway. The project wil also provide bicycle and pedestrian accessibility along 88th Avenue. Improvements to 88th Avenue will promote multi-modal travel and improve the connection to the proposed RTD light-rail station at Thornton and 88th, along the RTD N Line.

[MV objective 6a](#) **Improve air quality and reduce greenhouse gas emissions.**



4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? ☒ Yes ☐ No

*Describe, including supporting quantitative analysis*

Yes, the project will reduce greenhouse gas emissions by reducing congestion during peak hour traffic and eliminating the at-grade railroad crossing. The traffic congestion reduction will reduce vehicle idling which equates to a reduction in greenhouse gas emissions by about 16%.

MV objective 7b **Connect people to natural resource or recreational areas.**

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets? ☒ Yes ☐ No

*Describe, including supporting quantitative analysis*

88th Avenue is a vital east-west Cross Town Link that connects The South Platte River Greenway Trail with the Rocky Mountain Arsenal National Wildlife Refuge Perimeter Trail. This project will provide pedestrian intersection improvements, sidewalk and a multiuse trail to help connect people to these regional trails and natural resources.

MV objective 10 **Increase access to amenities that support healthy, active choices.**

6. Will this project expand opportunities for residents to lead healthy and active lifestyles? ☒ Yes ☐ No

*Describe, including supporting quantitative analysis*

Yes, 88th Avenue is heavily referenced the City of Commerce City's Walk.Bike.Fit plan because of its current lack of multi-modal accommodation, and its critical location linking the South Platte River Greenway Trail to the Rocky Mountain Arsenal National Wildlife Refuge Perimeter Trail. This project will add 1.6 miles of trail to build the connectivity and support the City's Walk.Bike.Fit plan.

MV objective 13 **Improve access to opportunity.**

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? ☒ Yes ☐ No

*Describe, including supporting quantitative analysis*

This Project will provide safe pedestrian and bicycle travel for employees and residents to access businesses along the corridor. Additionally, the project will connect users of the corridor to the larger region through the RTD stop located at 88th Avenue and Brighton Rd.

MV objective 14 **Improve the region's competitive position.**

8. Will this project help support and contribute to the growth of the subregion's economic health and vitality? ☒ Yes ☐ No

*Describe, including supporting quantitative analysis*

Yes. The employment concentration in this area is medium and the corridor primarily serves industrial uses which are an economic generator for the City. The project, by its nature, will improve the area and will promote future industrial developments in the area bringing more employment opportunities. (See Attachment 2.2)

**D. Project Leveraging**

**WEIGHT 10%**



9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have? 50%

60%+ outside funding sources .....High  
30-59% ..... Medium  
29% and below ..... Low

## Part 3 Additional Considerations

The ADCOG Subregional Forum has established five additional considerations to guide project selection within the subregional process. These considerations may be used by the ADCOG Subregional Forum in the project evaluation process in combination with the above listed criteria. The five additional considerations are:

- Does the project benefit a small community, which for this process is defined as a community with a population of less than 50,000 people?
- Is this project a suburban connector?
- Does the project address a gap in existing service?
- Is this the logical next step of a project?
- Is the project construction ready?

Applicants should provide an attachment to the application to address these additional considerations.

## Part 4 Project Data Worksheet – Calculations and Estimates

*(Complete all subsections applicable to the project)*

### A. Transit Use

1. Current ridership weekday boardings 106
2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	3,263	4,770	8,033
2040	5,257	5,160	10,417

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	135	203
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0

6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	135	203
7. Enter the value of {#6 x 9 miles}. (= the VMT reduced per day) (Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)	1,215	1,827
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	1,154	1,735
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

## B. Bicycle Use

- Current weekday bicyclists N/A
- Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	3,263	4,770	8,033
2040	5,257	5,160	10,417

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: {#3 X 50%} or other percent, if justified)	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of {#7 x 2 miles}. (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		



## C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices) 0
2. Population and Employment

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	3,263	4,770	8,033
2040	5,257	5,160	10,417

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: {#3 X 50%} or other percent, if justified)	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
12. Enter the value of {#7 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

## D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	1. Persons over age 65	824
	2. Minority persons	147
	3. Low-Income households	637
	4. Linguistically-challenged persons	1,480
	5. Individuals with disabilities	1,316
	6. Households without a motor vehicle	157
	7. Children ages 6-17	2,863
	8. Health service facilities served by project	1

## E. Travel Delay (Operational and Congestion Reduction)



Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	20,500
2. 2040 ADT estimate	27,000
3. Current weekday vehicle hours of delay (VHD) (before project)	80

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	42
5. Enter value of {#3 - #4} = Reduced VHD	38
6. Enter value of {#5 X 1.4} = <b>Reduced person hours of delay</b> (Value higher than 1.4 due to high transit ridership must be justified by sponsor)	53
7. <b>After project peak hour congested average travel time reduction</b> per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i> 21% travel time improvement	21
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference. Capacity improvements will reduce congestion caused by the Mile High Flea Market and 88 <sup>th</sup> Avenue Drive In entrance demands during their daily operations and special events. The goal of project improvements will be to decrease the current 2500 foot queueing that impacts mainline I-76 travel during high entrance volumes at the Mile High Flea Market which commonly occur on Sundays.  The most impactful special events along the corridor are the UPRR train delays caused by slow or stopped trains at the current at-grade crossing just west of Rosemary Street. The significant reduction in vehicle hours of delay after the project is primarily as a result of the grade separation over the UPRR.	
9. If different values other than the suggested are used, please explain here:	

## F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians ( <i>most recent 5-year period of data</i> )		
Fatal crashes	1	Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices ( <i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i> ).
Serious Injury crashes	23	
Other Injury crashes	0	
Property Damage Only crashes	249	
2. Estimated reduction in crashes <u>applicable to the project scope</u> ( <i>per the five-year period used above</i> )		
Fatal crashes reduced	0	
Serious Injury crashes reduced	22	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	234	



## G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.  
Applicants will rate as: Excellent, Good, Fair, or Poor

### Roadway Pavement

- |  |        |
|--|--------|
| 1. Current roadway pavement condition  | Fair   |
| 2. Describe current pavement issues and how the project will address them.<br><br>Currently the corridor is a narrow two-lane two-way roadway with no shoulders. The project will improve the corridor by widening the roadway, adding new pavement and new turn lanes, and modifying business accesses to be consistent with the users of those businesses (i.e. trucks versus cars). |        |
| 3. Average Daily User Volume   | 20,500 |

### Bicycle/Pedestrian/Other Facility

- |   |      |
|---|------|
| 4. Current bicycle/pedestrian/other facility condition  | Poor |
| 5. Describe current condition issues and how the project will address them.<br><br>Currently there are no sidewalks, bike paths, or pedestrian-friendly intersections along 88th Avenue. Improvements planned by this project include a sidewalk and multiuse path as well as improved intersections. |      |
| 6. Average Daily User Volume  | 0    |

## H. Bridge Improvements

- |   |        |
|---|--------|
| 1. Current bridge structural condition from CDOT  |        |
| 2. Describe current condition issues and how the project will address them.<br><br>Currently there is a single-span bridge in poor condition over the O'Brian canal. The new proposed bridge will be a 6-span structure and will span the O'Brian canal and the adjacent railroad. The project will also involve construction of embankments/walls for the bridge approaches and a box culvert over O' Brian canal. |        |
| 3. Other functional obsolescence issues to be addressed by project  |        |
| 4. Average Daily User Volume over bridge  | 20,500 |

## I. Other Beneficial Variables *(identified and calculated by the sponsor)*

- |    |   |
|----|---|
| 1. | It is anticipated that the design of this roadway will follow Commerce City standards for a minor arterial roadway which includes an 18 foot median. The addition of a median on this roadway is anticipated to further decrease the number of accidents on this roadway in future years. Based on NCHRP Report 617, the existing 273 accidents could be reduced to 262 accidents with this modification. It could further be reduced to 259 accidents if only partial access was provided in the median. |
| 2. |   |

3.

**J. Disbenefits or Negative Impacts** *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase*

☐ Yes ☒ No

2. Negative impact on vulnerable populations

3. Other:



Attachment 1.1

Study Area





**COLORADO**

Department of Transportation

Region 1

February 8, 2019

Joe Wilson  
Commerce City Director of Public Works  
8602 Rosemary Street  
Commerce City, CO 80022

RE: CDOT Region 1 Support Request for DRCOG TIP Subregional Call FY20-FY23

Dear Mr. Wilson,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following Commerce City application for the DRCOG Subregional FY20-23 TIP Call, however given CDOT's existing priorities and limited funds, CDOT Region 1 is unable to provide the funding contribution requested. This concurrence applies only for the 88<sup>th</sup> Avenue: I-76 to Highway 2 Design and ROW project, in the event this project is selected by the Forum and DRCOG as a Subregional project in April/May 2019. If this Subregional project is awarded DRCOG funds at a later date, the local agency will need to reaffirm CDOT's concurrence at that time.

This concurrence is conditionally granted based on the scope as described. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

Regardless of funding source, if a local agency uses Federal and/or State funds in the design of a project, they must complete construction of the project within the contract term stated in the IGA, or reimburse CDOT/FHWA for the expended funds. Any cost overruns that exceed federal and state amounts listed on Exhibit C of the IGA will be the responsibility of the Local Agency.

This project must comply with all CDOT and/or FHWA requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures, such as wetland creation, must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

[http://www.coloradodot.info/business/designsupport/bulletins\\_manuals](http://www.coloradodot.info/business/designsupport/bulletins_manuals)

Should you have any questions regarding this concurrence or if your agency would like to schedule time to meet with CDOT specialty units, please contact JoAnn Mattson at (303) 757-9866.

Sincerely,

Paul Jesaitis  
CDOT Region 1 Transportation Director



February 26, 2019

Adams County Subregional Forum  
Chair Lynn Baca

Dear Chair Baca,

The purpose of this letter is to serve as confirmation of Adams County's support for the 88<sup>th</sup> Avenue, I-76 to Highway 2, project that is being submitted within the Sub-Regional Call for Projects for the 2020-2023 Transportation Improvement Program (TIP) cycle, subject to annual appropriations.

The 88<sup>th</sup> Avenue project will support the City of Commerce City's Irondale Neighborhood and Infrastructure Plan, as well as other important capacity, bridge, pedestrian and bicyclist, and drainage needs. The City of Commerce City is currently completing an environment assessment of this 1.6 mile stretch, which is the first step to achieving these necessary transportation improvements.

The 88<sup>th</sup> Avenue project will improve capacity on East 88<sup>th</sup> Avenue, provide a new bridge over the railroad crossing west of Rosemary Street, analyze roadway and driveway access points, improve safety for pedestrians and bicyclists, and improve lighting, drainage and landscaping.

Adams County looks forward to working closely Commerce City, and other agencies and partners as needed, to move this important project forward.

Sincerely,

Steven J. O'Dorisio, Chair  
Adams County Board of County Commissioners

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BOARD OF COUNTY COMMISSIONERS

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DISTRICT 5





February 27, 2019

Adams County Sub-Regional Forum  
Chair Lynn Baca

re: **Letter of Support/Financial Commitment for 88<sup>th</sup> Ave. Widening Project**

Dear Chair Baca and Members of the Sub-Regional Project Selection Committee:

This letter serves as confirmation of Commerce City's local funding commitment to the 88<sup>th</sup> Ave. Widening: I-76 to Highway 2 – Complete Design Activities being submitted for consideration within the Sub-Regional Call for Projects for the 2020-2023 Transportation Improvement Program (TIP) cycle.

Commerce City has committed \$2,000,000 toward this project within its five-year capital improvement and preservation plan, if it is awarded regional funding in this call for projects, subject to annual appropriations.

We also wish to express our support for this important project which will improve the flow of traffic along the corridor, increase safety for alternative modes of travel (i.e. bikes, pedestrians and wheelchairs) and reduce the potential for repeat flooding in the area. This project aligns with the Irondale Neighborhood/Infrastructure Plan and the City's Walk.Bike.Fit Plan, supporting the existing vulnerable population while improving access to/from residences, jobs and businesses along the corridor (I-76, Highway 2, and Quebec Blvd).

The City is currently completing an environmental assessment and preliminary design for this project with an estimated completion date of December 2019. Completing the engineering and environmental design(s) would be the next logical step in bringing this project to fruition. This project will widen the roadway from two to four travel lanes, provide a bridge over the railroad crossing west of Rosemary Street, and analyze/de-conflict roadway and driveway access points; as well as improve pedestrian/bicyclist safety and lighting/drainage/landscaping.

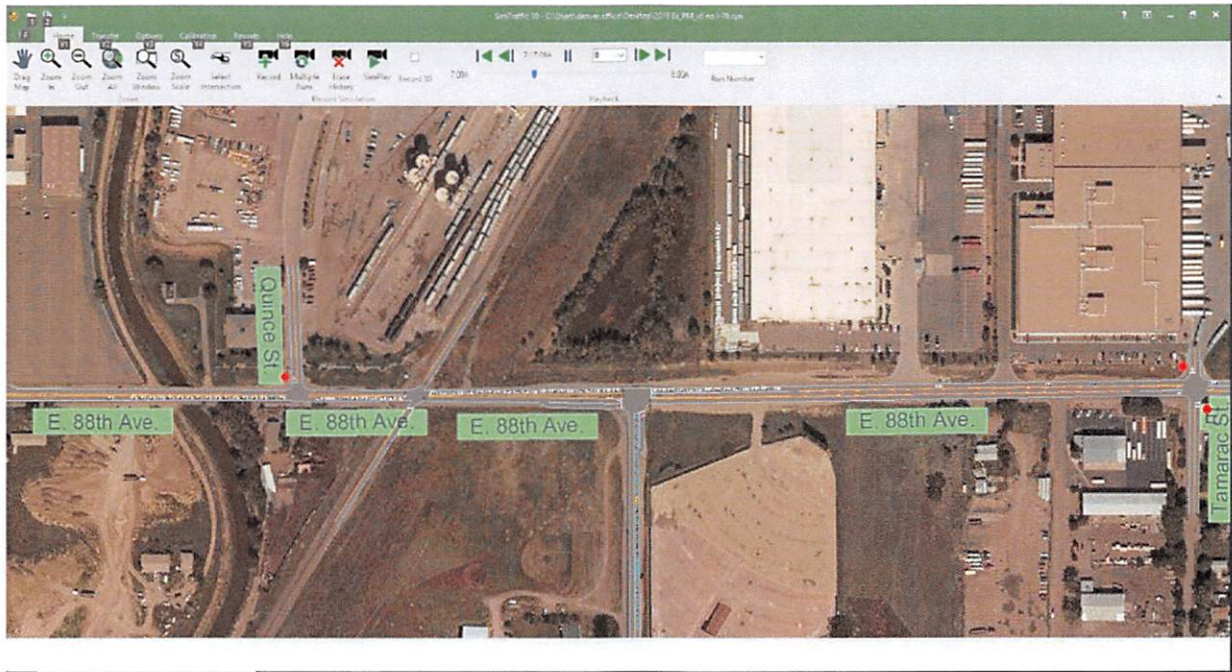
Commerce City is fully committed to moving this project forward, as evidenced by our funding commitment to the next phase of this project. We thank you in advance for your time and thoughtful consideration.

Sincerely,

Brian K. McBroom  
City Manager

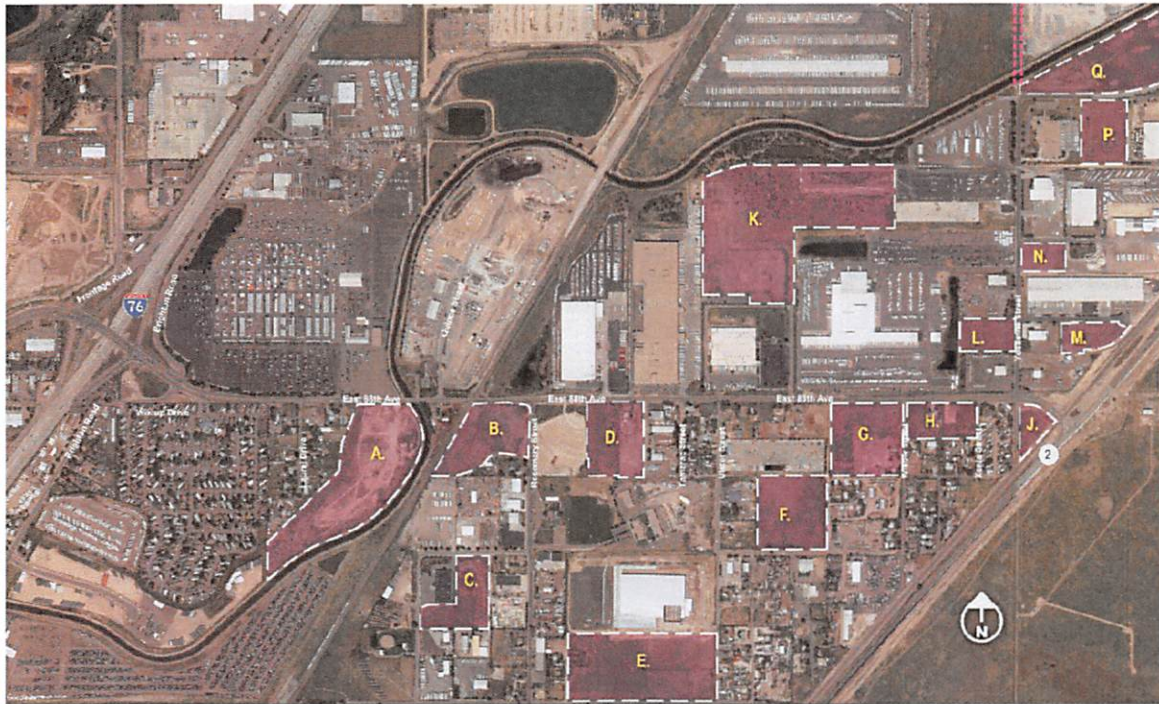
## Attachment 2.1

This graphic depicts the modeling results showing the train being stopped for 5 minutes every time there is a call for a train event.



## Attachment 2.2

### Future land use zoning and characteristics



Location	Size (Acres)	Commerce City Zoning	Land Use Type (used in Synchro TripGen 10)	Entry Trips AM (PM)	Exit Trips AM (PM)
A	19	Agriculture	General Heavy Industrial	61 (40)	61 (40)
B	8	Agriculture	General Heavy Industrial	26 (17)	25 (17)
C	5	Medium Industrial	General Heavy Industrial	16 (11)	16 (10)
D	7	Medium Industrial	General Heavy Industrial	23 (15)	22 (15)
E	18	Medium Industrial	General Heavy Industrial	58 (38)	57 (38)
F	9	Medium Industrial	General Heavy Industrial	29 (19)	29 (19)
G	10	Agriculture	General Heavy Industrial	32 (21)	32 (21)
H	5	Agriculture	General Heavy Industrial	16 (11)	16 (10)
J	2	Industrial Storage	General Heavy Industrial	7 (4)	6 (4)
K	23	Heavy Industrial	General Heavy Industrial	74 (49)	73 (48)
L	4	Medium Industrial	General Heavy Industrial	13 (9)	13 (8)
M	4	Heavy Industrial	General Heavy Industrial	13 (9)	13 (8)
N	2	Medium Industrial	General Heavy Industrial	7 (4)	6 (4)
P	5	Medium Industrial	General Heavy Industrial	16 (11)	16 (10)
Q	30	Planned Unit Development	Residential Planned Unit Development	74 (62)	73 (62)
Total:				465 (320)	458 (314)



Attachment 4.1

Transit Ridership Data

Regional Transportation District

Stop Usage

Aug18 (Weekday); Bus Stop (avg)

Survey Data							i0 n3	
Stop	Travel Direction	ID	Board	Alight	Trips	Routes	=.	=.
Brighton Rd/88th Ave	E	33153	21	30	33	88N		
Brighton Rd/88th Ave	SW	22953	31	24	33			
All 2 Stops			52	54				

ADCOG Sub-Regional Share Project Submittal Attachment  
88<sup>th</sup> Ave Widening: I-76 to Highway 2 – Complete Design Activities

**Part 3: Additional Considerations – 88th Avenue**

- *Does the project benefit a small community, which for this process is defined as a community with a population of less than 50,000?* No. Commerce City has a population of approximately 57,000.
- *Is this project a suburban connector?* Yes. The City of Thornton, Adams County and the City of Commerce City share a jurisdictional boundary along 88<sup>th</sup> Avenue. DRCOG's MVRTP identifies 88<sup>th</sup> Avenue as a Principal Arterial and is identified as a Major Arterial in the transportation plans of the City of Thornton and the City of Commerce City. Eighty-eighth Avenue provides a connection from Thornton to the industrial employment areas within Commerce City. Traffic on 88<sup>th</sup> Avenue, west of Rosemary Street, has increased from 13,700 ADT in 2013 to 20,300 ADT in 2017.
- *Does the project address a gap in existing service?* Yes. Currently 88<sup>th</sup> Avenue is a major route for workers to get to the City's industrial employment center. Pedestrian and bicycle improvements to 88<sup>th</sup> Avenue would also provide a link between the South Platte trail and the trail located on the Rocky Mountain Arsenal. The lack of pedestrian and bicycle facilities limits access to the Rocky Mountain Arsenal.
- *Is this the logical next step of a project?* Yes. Eighty-eighth Avenue has been widened to the west and this is the next logical section to address transportation issues along 88<sup>th</sup> Avenue. Enabling construction of a new, grade separation over the railroad and the canal will allow for more efficient movement of trucks, trains and the traveling public.
- *Is this project construction ready?* No.